

With the Medical Officer of Health's Compliments.

Newport Port Sanitary Authority.



Annual Report

For the Year 1930.



BY
THE MEDICAL OFFICER OF HEALTH,
J. HOWARD JONES, M.D., D.Sc., C.M.



NEWPORT:
GEORGE BELL, Printer and Manufacturing Stationer,
53 Commercial Street and Bream Place.

1931.

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GEORGE BELL, Printer and Manufacturing Stationer,
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1931.

County Borough of Newport.

Health and Port Sanitary Committee, 1930.

Chairman—

COUNCILLOR F. QUICK.

Deputy Chairman—

ALDERMAN COL. W. CLIFFORD PHILLIPS.

HIS WORSHIP THE MAYOR (Coun. W. H. B. Williams)	COUNCILLOR MRS. M. A. HART
	„ J. R. WARDELL
ALDERMAN J. LLOYD DAVIES	„ MRS. C. M.
„ T. G. LEWIS	LEWCOCK
COUNCILLOR W. A. LINTON	„ F. SWEENEY
„ F. J. HUMPHRIES	„ A. LEVESON
„ W. CASEY	„ MRS. E. E. POOLE

Clerk to Port Sanitary Authority—

O. TREHARNE MORGAN.

Medical Officer of Health—

J. HOWARD-JONES, M.D., D.Sc., C M.

Port Sanitary Inspector—

W. J. JENKINS, Cert. Royal Sanitary Institute.

Assistant Inspector—

J. H. GLASS.

Rat Catcher—

C POWELL.

Caretaker of Port Sanitary Hospital at Cefn—

A. E. WALKER.

Newport Port Sanitary Authority.

HEALTH DEPARTMENT,

MARKET BUILDINGS, NEWPORT.

To the Chairman and Members of the Newport Port Sanitary Committee.

LADIES AND GENTLEMEN,

I beg to submit my Report for the year 1930. It is made in accordance with the Regulations of the Ministry of Health which are prescribed within the duties of the Medical Officer of Health.

The Port was permanently constituted a Port Sanitary District by the Local Government Board, May 9th, 1883.

I.—Constitution of Port Sanitary Authority :—

“ The Port Sanitary Authority is the Mayor, Aldermen, and Burgesses of the Borough of Newport, acting by the Council. It discharges Port functions in waters abutting upon the Magor and St. Mellons Rural Sanitary Districts in addition to the Newport Urban Sanitary District.”

II.—Limits of Jurisdiction :—

“ The whole of the Port of Newport (Order May 9th, 1883). By the Treasury Warrant, dated December 20th, 1847, the limits of the Port of Newport are defined as commencing at Redwick Pill, in the County of Monmouth, being the Western extremity of the Port of Chepstow, and continues along the coast of the said County to the River Rumney, and seaward to the middle of the Severn.”

III.—Riparian Districts included (wholly or in part) in the Port Sanitary District :—

County Borough of Newport.

Magor Council District. Parishes—Nash, Goldcliff and Redwick.

St. Mellons Council District Parishes—St. Brides, Peterstone and Rumney.

IV.—Apportionment of Expenses :—

The Urban Sanitary Authority contributes according to the rateable value of its district, and the Rural Sanitary Authorities contribute according to the rateable value of their riparian parishes.

The proportions contributed by the various Riparian Authorities towards expenses incurred by the Port Sanitary Authority are as follows :—

	1930.	1929.	1928.
County Borough of Newport	96.21	95.27	92.88 per cent.
Magor Rural District Council	0.33	0.76	2.01 per cent
St. Mellons District Council	3.41	4.06	5.09 per cent

PORT OF NEWPORT.

The following particulars were supplied by the Newport Development Association, setting out special features of the Port.

The Alexandra Docks, owned by the Great Western Railway Company, is one of the finest Deep Water Ocean Liner Ports in the world, with a Sea Entrance Lock 1,000 feet long and 100 feet wide, which gives direct access to the Bristol Channel, and with few exceptions, the largest liners afloat can be accommodated at Newport with safety and ease of navigation. Large liners, some of which exceed 15,000 tons gross, load general cargo at Newport, and a regular service is maintained with Australia, New Zealand, South America, South Africa, India, China, Japan, Straits Settlements, Persian Gulf, Egypt, Red Sea, etc., also regular sailings between France, Belgium, Holland, Spain, Germany, etc.

The Dock Dimensions are—

Water Area	...	...	125 acres.
Depth of Water	...	...	33 feet.
Quayage	...	...	24,255 feet.

Transit Sheds and Warehouses—

Nine—with floor space of 714,483 square feet, and all rail connected.

Cold Store at Docks—

One—with floor space of 64,800 feet, and rail connected.

Appliances—

20 Coal Hoists,

71 Land Cranes.

1 Floating Crane for lifts up to 125 tons,

1 Weighbridge for weights up to 70 tons.

Numerous Grabs, Capstans, Shed Cranes, etc.

Ship Repairing—

Five Dry Docks in commission varying up to 785 feet long and 65 feet wide,

Total Exports and Imports of the Port—

In normal times exceed $8\frac{1}{2}$ million tons yearly.

All steamship berths are rail connected, therefore rapid loading and discharging, with a minimum of handling and quick turn round of steamer is a special feature of the Port.

Storage accommodation at the Docks provides for over 12,000 railway wagons, and there are over 100 miles of railway sidings.

Every facility is provided for timber cargoes and a Timber Float of about 14 acres of deep water is connected with the Alexandra Dock, and same is rail connected,

Newport is the nearest South Wales Port to the Midlands and an ideal distributing Port for Monmouthshire, Herefordshire, Gloucester, Worcestershire, Birmingham and South Midlands. The population within 100 miles area exceeds 10 millions.

The River Usk, an important part of the Port, is a deep, broad and easily navigable river, and vessels carrying cargo up to 6,000 tons load and discharge at the various River Wharves. The width of the River at Newport Bridge is 400 feet and over 1,000 feet as it extends seawards.

The total Import and Export trade of the River exceed in normal times $1\frac{1}{4}$ million tons per annum.

CHARACTER OF THE TRADE OF THE PORT.

The Trade is chiefly Cargo, although there are excellent facilities for passenger traffic. The only passengers during the year were 89 "inwards" and 40 "outwards," all carried in cargo vessels.

Exports.—Coal, Coke and Patent Fuel, Iron and Steel Rails, Sleepers, "Chairs" and Tie-rods, Locomotives and Railway Carriages, Corrugated and Blank Sheets, Tin and Blockplates, Machinery and Structural Ironwork, Copper Bars, Cement and General Merchandise.

Foreign Imports.—Machinery, Steel and Iron Bars and Billets, Pig-Iron, Pitwood and Mining Timber, Timber and Deals, Glass and China Ware, Toys and Matches, Iron Ore, Manganese Ore, Phosphate and Cement, Wool, Wine and Spirits, Potatoes and Onions, Grain, and General Merchandise.

The Countries principally traded with are:—Irish Free State, France, Spain, Italy, Belgium, Africa, South America, Japan and India.

Most of the ports which trade with Newport will be found in Tables II. to IV.

The drinking water of the Port is obtained from the Corporation of Newport, which obtains its supply from upland waters which are impounded in four Reservoirs, the water subsequently being filtered through pressure filters. An additional supply is now obtained from Talybont, which comes from the Brecon Beacons. This is passed through Gravity Low Pressure Filters and is finally chlorinated.

The water supply is shipped direct from the Town mains. There are no water boats.

TABLE I.

Showing trade of Port for decennial and annual periods extending over 59 years. Figures kindly supplied to me by the Secretary of the Newport Chamber of Commerce and H.M. Customs.

FOREIGN.				COASTWISE.			
Year	Tons Entered	Tons Cleared		Year	Tons Entered	Tons Cleared	
1871 ...	156,441 ...	412,043		1876 ...	287,816 ...	483,476	
1881 ...	635,777 ...	892,169		1886 ...	258,285 ...	742,818	
1891 ...	736,145 ...	1,101,318		1896 ...	1,384,049 ...	797,223	
1901 ...	971,953 ...	1,517,118		1901 ...	1,195,797 ...	660,380	
1911 ...	1,739,898 ...	2,349,408		1911 ...	1,363,600 ...	822,315	
1912 ...	1,942,748 ...	2,385,688		1912 ...	1,280,220 ...	853,611	
1913 ...	2,137,420 ...	2,672,080		1913 ...	1,491,674 ...	998,963	
1914 ...	1,900,005 ...	2,370,599		1914 ...	1,353,130 ...	887,931	
1915 ...	1,795,095 ...	2,144,557		1915 ...	1,300,092 ...	694,759	
1916 ...	2,095,388 ...	1,886,417		1916 ...	929,383 ...	601,248	
1917 ...	1,070,530 ...	1,082,234		1917 ...	883,927 ...	442,009	
1918 ...	1,413,647 ...	1,019,189		1918 ...	1,017,797 ...	398,713	
1919 ...	1,536,007 ...	2,257,557		1919 ...	1,219,299 ...	587,003	
1920 ...	1,404,984 ...	2,195,001		1920 ...	1,549,863 ...	967,098	
1921 ...	1,126,194 ...	1,506,358		1921 ...	862,467 ...	521,086	
1922 ...	2,130,653 ...	2,736,713		1922 ...	1,363,933 ...	840,306	
1923 ...	2,735,205 ...	3,562,570		1923 ...	1,152,277 ...	735,948	
1924 ...	2,193,808 ...	2,956,939		1924 ...	1,297,608 ...	770,929	
1925 ...	2,009,939 ...	2,678,554		1925 ...	1,496,453 ...	794,973	
1926 ...	1,336,075 ...	1,571,311		1926 ...	583,278 ...	1,547,511	
1927 ...	2,071,514 ...	2,791,228		1927 ...	1,368,018 ...	711,085	
1928 ...	1,901,656 ...	2,663,432		1928 ...	1,306,878 ...	693,931	
1929 ...	1,909,492 ...	1,992,374		1929 ...	1,538,594 ...	672,976	
1930 ...	1,876,747 ...	2,769,133		1930 ...	1,436,514 ...	635,892	

The total number of vessels that entered the Port during the year was 5,109. The tonnage of these vessels amounted to 3,313,261. The corresponding figures for 1929 were 5,769 and 3,448,086.

AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR.

The following Table shows the numbers of the various type of vessels that entered the Port, with comparative figures for last year and the average for the previous five years; it also shows the number inspected and found defective during 1930 :—

		1929	Average previous 5 years, 1925—9.	1930	Tonnage	No. In- spected.	De- fective,	Re- medied
COASTWISE—								
Steam	...	3190	3095*	2557		610*	127*	127*
Sail	...	442	370	395		62	9	9
Fishing	...	—	—	—		—	—	—
Motor	...	180	—	178		—	—	—
Total	...	3812	3465	3130	1,436,514	672	136	136
FOREIGN—								
Steam	...	1919	1832*	1948		772*	228*	228*
Sail	...	17	31	7		7	1	1
Fishing	...	—	—	—		—	—	—
Motor	...	21	—	24		—	—	—
Total	...	1957	1863	1979	1,876,747	779	229	229
Total Coastwise								
& Foreign		5769	5328	5109	3,313,261	1451	365	365

* Steam includes Motor.

In the absence of figures showing the total volume of trade for the whole of the Port the following “value” figures relating to Foreign Trade only—kindly supplied by H.M. Customs—are of interest :—

		Imports.	General Exports		Coal Exports	Coal Bunkers			
			Excluding Coal.		in Tons.	in Tons.			
		£	£						
1917	...	2,568,162	...	3,353,520	...	3,346,211	...	544,755	
1918	...	6,080,010	...	2,343,916	...	3,124,257	...	432,583	
1919	...	2,444,331	...	3,214,480	...	3,654,802	...	609,726	
1920	...	4,348,041	...	5,269,457	...	2,678,650	...	560,834	
1921	...	2,889,297	...	3,155,229	...	1,981,487	...	437,145	
1922	...	2,027,030	...	4,564,483	...	4,777,057	...	812,034	
1923	...	3,613,471	...	5,634,546	...	5,603,885*	...	721,338	
1924	...	5,488,317	...	5,123,221	...	4,448,989*	...	716,011	
1925	...	5,394,287	...	5,155,928	...	3,871,077*	...	602,768	
1926	...	6,365,779	...	3,596,205	...	1,724,047*	...	263,518	
1927	...	6,470,626	...	6,056,696	...	3,806,445*	...	595,265	
1928	...	4,038,635	...	4,935,613	...	4,308,046*	...	628,237	
1929	...	4,364,986	...	3,562,307	...	4,695,429	...	596,791	
1930		Figures not yet available.				4,590,397	...	577,563	
* Value of Coal Exported—1923		...	£7,262,627		1926	...	£1,649,032		
			1924	...	£5,526,080		1927	...	£3,717,827
			1925	...	£4,274,692		1928	...	£3,163,395

GENERAL INSPECTION OF VESSELS.

25.1 per cent. of the 1,451 vessels inspected during the year had sanitary defects according to the present standard laid down by the Board of Trade. 23.6 per cent. of the foreign vessels were insanitary, compared with 26.3 per cent. of the British vessels. Of the vessels from Foreign Ports, 29.4 per cent. had sanitary defects, and the Coastwise Vessels 20.2 per cent. The percentage of insanitary vessels was greater than during the years 1928 and 1929.

Nationality		Percentage with Sanitary Defects.					
		1930.	1929.	1928.	1927.	1926.	1925.
Belgian	...	11.9	6.6	7.0	3.9	12.0	4.0
British	...	26.35	25.4	23.9	22.0	17.6	15.0
Danish	...	2.27	4.9	2.6	7.7	—	2.2
Dutch	...	10.52	0.0	—	5.9	11.0	4.0
Estonian	...	9.09	0.0	—	—	—	—
Finnish	...	13.33	20.0	—	—	—	—
French	...	22.05	11.8	10.1	15.5	14.0	6.7
German	...	3.44	4.5	3.7	3.45	—	8.0
Greek	...	54.28	29.0	50.0	20.0	37.5	25.0
Italian	...	48.86	37.2	31.4	23.1	30.0	28.0
Japanese	...	8.33	7.1	14.3	—	—	—
Jugo-Slav.	...	33.33	—	—	—	—	—
Latvian	...	13.33	—	—	—	—	—
Norwegian...		7.77	9.7	10.1	11.81	10.6	5.4
Spanish	...	50.72	37.5	37.0	41.1	35.3	31.7
Swedish	...	8.82	4.0	—	3.3	2.6	5.0

Also 1 American ship, 2 Roumanian and 4 Portuguese were inspected without any defects being discovered.

MARINE HYGIENE.

According to figures kindly supplied by the Board of Trade there were on December 31st, 1929, 18,044 vessels, with a tonnage of 20,646,407 tons gross, remaining on the register on that date at the Ports of the United Kingdom, Isle of Man, and the Channel Islands. The numbers employed on March 31st, 1929, were 4,474 Steam and Motor Vessels, and 453 Sailing Vessels. In addition to these there were employed at some other time in the course of 1929, 791 vessels of 100 tons gross and over, their aggregate tonnage being 3,163,261 gross, and a total number of the first crews of such vessels in 1929 was 37,138.

The total number of seamen employed March 31st, 1929, was 203,560 men, including 53,571 lascars or natives of Asia or East Africa : only 1,204 men were employed on sailing vessels, whilst 19,260 men were employed in the Home Trade which includes the British Isles and the Continent from the River Elbe to Brest. 503 steam and motor passenger carrying vessels were employed on the census date, with a gross tonnage of $4\frac{1}{2}$ millions, whilst the crews of such vessels numbered 81,104 men. 106 passenger vessels (tonnage 104,718) and 3,749 men were engaged in the Home Trade.

The Mercantile Marine is therefore one of the great industries of this country and as the living conditions of seamen are closely connected with their work, we have to bear in mind when considering Marine Hygiene, the industrial welfare and the diseases associated with the Service.

Attention has been drawn for many years in my Annual Reports to the necessity for a higher standard of Hygiene on British Vessels.

In the 1919 Report the necessity for a revision of the standard of accommodation of living quarters was emphasised.

The 1920 Report contained the resolutions which were passed by the Corporation, which were as follows :—

1. That the time has arrived for the immediate revision of the British Regulations for the Hygiene of crews' spaces, etc.
2. That the matter should be considered by a Joint Committee representing the Board of Trade, Ministry of Health, Ship-owners, Shipbuilders, the officers and men of the Merchant Service, Port Sanitary Authorities, and the Admiralty.
3. That in view of the International nature of the question of Marine Hygiene, the Government should make every endeavour to have the above subject dealt with by an International Board, such as the League of Nations, with the object of establishing a minimum International Standard for the Mercantile Marine of the leading nations of the world.
4. That copies of the foregoing resolution, together with the statement above set out, be forwarded to the Prime Minister, President of the Board of Trade, Minister of Health, Local Members of Parliament, Port Sanitary Authorities, and others interested in Port Sanitary Hygiene.

The 1922 Report contained special references to the disposal of boiler waste and food refuse on vessels in ports.

The 1923 and 1924 Reports included special articles on the 1923 Instructions to Surveyors, and the painting of crews' spaces.

The 1925 Report contained a table showing the type of accommodation in the crews' quarters on vessels built before 1916 and later. The inspections of the vessels at Newport during these periods showed :—

- (i) That 40% of the vessels built after 1916 had their crews' quarters wholly in the forecastle forward.
- (ii) That the great majority of Foreign built vessels had 4 berth cabins for the men in vessels built since 1916.
- (iii) That in 87% the cots in the British vessels were placed against the ships' sides, whereas in the great majority of new foreign built vessels the cots were away from the ships' sides.
- (iv) That mess rooms were only provided on 28% of the new British vessels, compared with 82% in new Foreign built vessels.
- (v) There were no wash-houses on 42% of the new British vessels, whilst they lacked wash-houses on only 13% of the new Foreign vessels.
- (vi) That 40% of the later British Vessels were still provided with the old abominable trough closets. None of the later Foreign vessels inspected were fitted with such arrangements.
- (vii) That food lockers outside the sleeping and living rooms were only provided in 14.7% of the newer British vessels compared with 52% on Foreign vessels, and with over 70% on Scandinavian vessels.

The 1927 Report contained the recommendations which had been approved by the Society of Medical Officers of Health which had been forwarded to the Government Departments concerned, whilst the 1928 Report contained detailed recommendations on Marine Hygiene.

British Shipowners may be classified into :—

- (i) Those who have provided accommodation for officers and men of a higher standard than that required by the Board of Trade. Some of these have been pioneers in the work of improving the living accommodation for seamen.
- (ii) Those who have provided accommodation in accordance with the *recommendations* of the Board of Trade.
- (iii) Those who have provided living quarters in accordance with the minimum *requirements* of the Board of Trade.

Unfortunately during the last few years the proportion of vessels with the last type of housing accommodation has shown a considerable increase, whereas the accommodation on board new foreign vessels has improved very materially.

The standard of accommodation in new houses built in this country since the War has been very materially raised. The contrast between the latter and the amenities on board many vessels is very marked. All new cottages possess pedestal closets, bathrooms, hot and cold water for domestic purposes, conveniences for drying wet clothes, living rooms separate from the sleeping quarters, sculleries, etc., whilst on a large proportion of our merchant ships men have to sleep, eat and spend their leisure time (during rough weather) in the same common room, situated on the worst side of the vessel, where wet clothes and spare food have also to be stored, and where the sick have to be accommodated, whilst the ablution and bathing arrangements are very primitive, including salt water taps, and the lavatory accommodation on many of the older vessels consist of a trough closet with several seats in one compartment.

Dr. W. F. Dearden, Medical Officer of Health, Port of Manchester, has given the results of the inspection of 88 new British vessels in that port during the last 3 years. It has been found that compared with the post war period 1918-1927 there was an increase of 30% with living quarters in the forecastle forward, instead of mid-ships or in the poop aft, where far better accommodation can be provided. There was a reduction of nearly 6% in the number which provided cubicles instead of common sleeping quarters, and a reduction of 4% in the number of vessels with mess rooms separate from sleeping quarters.

It is now recognised that the present requirements of the Board of Trade need revision and possibly legislative action to enable them to be enforced.

The "Standing Joint Committee" of the Board of Trade and the Ministry of Health appointed in 1928 is undoubtedly doing good work. At the invitation of that Committee shipowners appointed a Committee to advise on crews' accommodation on cargo boats, and this Committee (called the Manning Committee) has issued interim reports on Seamen and Officers quarters. They have prepared and adopted model plans for vessels of various tonnage, and their decisions, in the main, amount to a confirmation of the suggestions which have been put forward by Medical Officers of Health.

They are of opinion that, speaking generally, the poop affords greater comfort and convenience when compared with the forecabin, and is therefore strongly to be recommended as the most suitable.

That the ship's galley should be as close to the living quarters as possible, and that the food should be conveyed in enclosed containers, placed one upon the other, each course having a separate container, and even referred to the use of an insulated jacket for this purpose.

They were of opinion that there should be no difficulty in increasing the cubic space by increasing the height of the crew's accommodation to 7ft. 6in. in vessels below 1,600 tons, and to 7ft. 9in. in vessels over that capacity.

They recommended that the watches should be separately berthed (a very exceptional arrangement on cargo boats), one—to say three—separate sleeping compartments for the fireman and three for sailors.

They did not recommend two-berth cabins, which have become so popular on foreign vessels.

They recommended separate sleeping berths for engine greasers and refrigerating plant greasers (although not possible to provide separate berths for different watches).

The Manning Committee also recommended that Petty Officers should be berthed quite separately from the men, and they say this accommodation should be self contained. The entire separation (by bulkheads) of firemen and sailors, with separate scuttles and companion ways leading to a lobby or alley-way.

Mess Rooms.—Separate Mess Rooms for seamen and firemen and when possible for Petty Officers, or failing the latter, cabins large enough to provide table and seating accommodation.

Steel lockers for each man, spar-seated seats with backs, shaped for comfort; sky-lights in mess rooms; separate wash-houses for sailors and firemen, fitted with salt spray and arrangements for heating of the salt water where possible.

Rows of galvanised wash-basins, but no fresh water supply laid on (owing to its wasteful use).

Suitable wash-basins in Petty Officers' quarters.

Sanitary accommodation.—One W.C. with enamelled cast-iron pan for every ten men. In addition the Committee recommend the provision of separate W.C. forward for use of dock labourers in port.

ARRANGEMENT OF BERTHS

The recommendations of the Committee of owners show that very careful consideration was given to this matter. Personally I have not yet seen any vessels in which the plan has been put into operation. The Committee have adopted the four berth cabin system, so planned as to avoid the placing of one berth over the other in the same cabin. The Committee realised the importance of avoiding interference with the lighting of the cabins by placing berths in positions which exclude it.

The common practice of placing berths against ships' sides one above the other, is thus condemned—as this arrangement excludes a large proportion of the light from the portholes.

Steel bunks with tubes closed at each end to prevent entrance of vermin, with steel locks, with removable lee boards.

INTERNAL SURFACES.

Deck overhead and sides of vessels to be coated with cork cement (renewed periodically).

HEATING AND VENTILATION.

The primitive system hitherto used evidently did not meet the approval of the Committee. They considered the matter very carefully and their recommendations are very different from what has hitherto been provided on British cargo boats. On the recommendation

of the Board of Trade the Committee invited the co-operation of experts to advise them on this subject.

The Committee recommends hot-water system of central heating—the water being supplied from boilers heated by stoves in the two mess rooms, and led through the sleeping quarters by pipes. They claimed that this system should not be more expensive in maintenance than the ordinary bogie stove. The system would not be applicable in oil tankers.

The ventilating system recommended differs very materially from the primitive systems in vogue on vessels generally, and shows that the subject has been studied very carefully by some ship designers. The Committee emphasised the fact that it has been treated very casually by those responsible for the construction of the vast majority of cargo boats, who have carried on in the old way their fathers carried on before them.

CLEANLINESS.

The Manning Committee attach great importance to cleanliness, in the interest of the health of the crew and acknowledge that in a great many vessels the crew's quarters are dirty and badly kept, for which, although primarily the fault of the crews, the Committee were unanimous in thinking that the ultimate responsibility rests upon the master, and that the degree of cleanliness in the crew's quarters is a criterion of the discipline of the ship. In badly constructed quarters there is not the same incentive to cleanliness as in quarters which are scientifically constructed with a view to comfort, and in which the details of arrangements are planned with a view to comfort.

When we consider the primitive arrangements in the crew's spaces from a domestic hygiene point of view on most cargo boats, the above statement is nothing less than a severe condemnation of the present dirty conditions on British ships.

The Manning Committee strongly recommend that the Master should make it his business, and should receive instructions from his owners, to make a daily inspection of the crew's quarters. The inspection and its result should be entered in the log.

This again is a departure from the usual custom and one which has been advocated for many years.

The Committee recommend that the penalty of 5/- for failing to keep the quarters clean should be increased to 20/-.

Captains have often complained that they have not been supported by those in authority when they have fined the men for this offence, and state that they had given up attempting to remedy matters in that way.

It is the custom on Scandinavian vessels to detail men during duty time to keep their quarters clean, and this arrangement has been advocated for many years. The Owners' Committee now state that it should be possible to detail a sailor and fireman from each watch, half an hour before the end of the watch, once daily, to clean the quarters.

Hanging cupboards for crews' oilskins, as well as drying rooms, are also provided for in the model plans of this Committee, and Isolation Hospitals on foreign-going vessels carrying fifty men, and in vessels trading in tropical waters; protection against mosquitoes is also recommended.

All these recommendations mark a great advance on the practices of naval architects, and the demands of the Board of Trade. It will be interesting to see what attitude the Government Departments will take up to prevent the continuance of the deplorable lack of foresight on their part at the end of the war, when ship-building was carried out intensively, and at a time when shipping was a paying business.

We cannot get away from the fact that a large proportion of our present cargo-vessels possess living quarters which are badly designed, uncomfortable and lacking in the elementary requirements of domestic hygiene.

After the Manning Committee had commenced their sittings they were, it appears, unofficially approached by the Board of Trade, who were anxious that something should be done by shipowners to deal not only with ships to be built in the future, but with some of the older vessels, on which it is alleged that there is ground for complaint as to their accommodation.

Experts on the Staff of the Board of Trade attended the meetings. As the result of their joint deliberations the following recommendations were made in reference to existing ships :

1. Substitution of wooden berths by metal berths.
2. Improvement of W.C. accommodation and removal of all trough closets.
3. Removal of rubbish.
4. Greater cleanliness of quarters.

The Owners' Committee pointed out that all vessels are built to the Board of Trade requirements, and if not, the Board of Trade already have it in their power to require owners to comply with the law.

It is therefore most unfortunate that there is little prospect of making any serious attempt to improve existing vessels, although the cost of re-arranging the crews' spaces, crews' berths, ventilation, washing arrangements, improving the lighting, and of providing food lockers, finding a place for oilskins and wet clothes outside the sleeping quarters, and other little details which would increase the amenities of the living quarters could be done on many vessels, would not be great.

No reference is made in the report to the problem of providing more than the official standard of 72 cubic feet per head living and sleeping space for native seamen.

The presence of vermin in living quarters is a source of great discomfort to those occupying them, to say the least.

Systematic efforts on the part of the Officers and co-operation on the part of the men would reduce the percentage of verminous quarters to a great extent. Such conditions are not tolerated in the Naval and Military Services. They are rarely found in Scandinavian vessels although the iron work is sheathed with matchboarding. The Australian Marine Regulations prescribe very definite rules on the construction of bunks, etc., for the prevention of this nuisance, which might with advantage be insisted upon in this country.

There are chemical preparations now available which when sprayed into crevices, etc., at regular intervals are very useful in destroying bugs and fleas, but prevention is better than attempts at curing these nuisances. One verminous man will soon infect the living quarters.

NON-NOTIFIABLE DISEASES.

Table IV. gives a list of the vessels on which cases of non-notifiable illness occurred after their arrival in Newport and which were visited during their stay in port. The following is a summary of the illnesses recorded :—

Death from Heart Failure, 1; Accidents, 15; Colds, 10; Intestinal Complaints, including Appendicitis, 2; Respiratory Diseases, 3; Rheumatism, 5; Gastritis, 1; Tonsillitis, 2; Kidney Complaint, 1; Gastric Ulcer, 1; Minor Ailments, 4; Total, 45 cases.

Table IVA shows a list of vessels which had cases of non-notifiable illness on board during the voyage and which were reported on arrival. The illnesses are summarised as follows:—

Accidentally Drowned, 1; Missing at Sea, presumed drowned, 1; Accidents, 1; Respiratory Diseases, 1; Heart Diseases, 1; Jaundice, 1; Appendicitis, 1; Ill-defined Illness, 4; Total, 11 cases.

VENEREAL DISEASES.

Dr. Ingram, the Medical Officer in charge of the Venereal Diseases Clinic, has supplied me with the following particulars, re treatment of Seamen, who visited the Port during the year:—

	British Subjects, 1930				Foreigners		Total	
	White	Coloured	Total	Average past 3 years	1930	Average past 3 years	1930	Average past 3 years
No. of Patients Examined	86	21	107	105.0	73	47.3	180	
Found to be suffering from:—								
Syphilis ...	26	5	31	39.7	36	25.0	67	64.7
Gonorrhœa ...	45	8	53	52.3	31	18.0	84	70.3
Soft Chancre ...	7	6	13	5.3	5	3.0	18	8.3
Total ...	78	19	97	97.3	72	46.0	169	143.3
Total Attendances ...	401	86	487	403.7	205	133.3	692	537.0

The nationality of the foreigners examined, with the number that proved positive in brackets, were:—Swedish 19 (18); German 2 (2); Latvian 3 (3); Norwegian 7 (7); Greek 8 (8); Spanish 8 (8); Japanese 2 (2); Italian 5 (5); Arabs 3 (3); Danish 6 (6); French 4 (4); and one each of the following nationalities:—Dutch, Russian, Egyptian, South American, Finnish, and Belgian.

The book issued by the Ministry of Health is supplied to each seaman patient, to ensure continuity of treatment at other ports.

The attendances made per patient, arranged according to nationality, were as follows:—British (white) 4.7; (coloured) 4.1; and foreign 2.8.

NOTIFIABLE AND INFECTIOUS DISEASES.

Table II. gives a list of the vessels inspected under the "Cholera, Plague and Yellow Fever Regulations, 1907." Very few of the vessels arrived here direct from Infected Ports, and no vessel could be classified as "Infected" or "Suspected" on arrival. 95 such vessels were inspected on or soon after arrival in the Port.

Table III. contains a record of the Infectious Diseases which occurred during the voyage or after arrival of the vessels at Newport.

(a) Cases on board on arrival or that occurred during stay in Port :—

Disease.	No. of cases. during 1930.		Average No. of cases for prev. 5 years.	No. of Vessels concerned.
	Passengers.	Crew.		
Beri Beri	—	—	.2	—
Blackwater Fever	—	—	.2	—
Chicken Pox	—	1	.6	1
Dysentery	—	—	.2	—
Influenza	—	8	13.8	6
Malaria	—	2	1.8	2
Measles	—	1	.4	1
Pneumonia	—	1	2.0	1
Scabies	—	1	—	1
Scarlet Fever	1*	—	.2	1
Tuberculosis	—	—	2.2	—
Typhoid Fever	—	—	1.0	—
Veneral Diseases	—	16	15.0	13
Total	1	30	37.6	26

* Master's Child.

The above figures include cases :—

- 1.—Removed to Allt-yr-yn Hospital—Scarlet Fever, 1; Measles, 1.
Royal Gwent Hospital—Influenza, 1.
Cefn Hospital—Chicken Pox, 1.
- 2.—That attended “ Out Patients ” Clinic—Venereal Diseases, 5.
- 3.—That were treated on board—Influenza, 7; Malaria, 2;
Pneumonia, 1; Scabies, 1; Venereal Diseases, 11.

(b) Cases of Infectious Sickness occurring on vessels during the voyage but disposed of prior to arrival :—

Disease.	No. of cases. during 1930.		Average No. of cases for prev. 5 years.	No. of Vessels concerned.
	Passengers.	Crew.		
Beri Beri	—	—	.2	—
Chicken Pox	—	3	2.4	1
“ Dinghy ” Fever	—	—	.6	—
Dysentery	—	—	.2	—
Influenza	—	—	4.4	—
“ Gastric ” Fever	—	—	.2	—
Intermittent Fever	—	—	.2	—
“ Low ” Fever	—	—	.4	—
Malaria	—	17	9.8	1
Pneumonia	—	—	2.8	—
Scabies	—	1	—	1
Scarlet Fever	—	—	.2	—
Small Pox	—	1	.6	1
“ Spinal ” Meningitis	—	—	.2	—
Tuberculosis	—	1	3.4	1
Typhoid Fever	—	6	1.4	2
Typhus Fever	—	—	.2	—
Veneral Diseases	—	4	5.6	4
Total	—	33	32.8	11

DERATISATION.

VESSEL FROM PLAGUE INFECTED PORTS.

9 such vessels arrived at Newport during 1930. 2 of them were fumigated by sulphur dioxide which resulted in the death of 52 rats, and trapping and baiting were employed on 2 which resulted in the death of 135 rats. No "infected" or "suspected" vessels arrived in this port during the year.

OTHER DERATISATION WORK.

Rat destruction was carried out on board 83 other vessels for the purpose of issuing official certificates to the masters or owners, and on board 3 vessels where a certificate was not required—65 by sulphur, 3 by sulphur, trapping and poisoning, 13 by prussic acid (H.C.N.), and 5 by trapping, poisoning, etc.

The total number of dead rats removed from the above vessels, including those referred to from Plague Infected Ports, was 898.

The work of rat destruction has not been confined to ships. Attention given to docks, quays, wharves and warehouses attached to docks resulted in the destruction of 398 rats.

From the accompanying table it will be seen that 6,520 baits were laid, 6,290 of these baits were laid on shore; and the yield of dead rats by the various methods of destruction was :—Baits, 407; Traps, 308; Fumigation, 581.

Of the 1,296 rats destroyed 933 were females and 363 males; 895 of these were of the Black and 401 of the Brown variety. Two Brown rats were discovered on board ships. All those destroyed on shore were Brown rats.

86 Deratisation Certificates and 59 Exemption Certificates were issued during 1930.

A sum of £314 1s. 3d. has been received from owners for the work done on board ships and for the Certificates provided.

I wish again to thank the Collector of Customs and his "Preventive" Staff, and the Clerk of the Pilotage Board for affording prompt and valuable assistance at all times in carrying out the Regulations. Inspector Jenkins has submitted his last report as Port Sanitary Inspector, and I desire to take this opportunity of thanking him for the valuable work he has done in promoting a higher standard of Hygiene in the Mercantile Marine Service.

I have the honour to be,

Your obedient Servant,

J. HOWARD JONES,

Medical Officer of Health.

TABLE shewing Methods used to destroy Rats and Results.

	No. of Baits Laid	By Poison Bait and Rat Lime				Traps				Ferrets				Fumigation				Total Destroyed (Bodies Discovered)			
		Brown		Black		Brown		Black		Brown		Black		Brown		Black		Brown		Black	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
1st Quarter	2070	25	91	12	29	4	11	28	52	...	...	...	...	...	...	28	42	29	102	68	123
2nd Quarter	1360	22	84	...	...	5	5	...	...	...	...	...	...	...	...	61	138	27	89	61	138
3rd Quarter	1650	20	76	...	...	...	...	23	54	...	...	...	...	...	...	61	151	20	78	84	205
4th Quarter	1440	10	38	...	...	2	5	29	90	...	...	...	...	1	2	32	65	13	45	61	155
T'tls for 1930	6520	77	289	12	29	11	21	80	196	...	...	...	...	1	2	182	396	89	312	274	621
T'tls for 1929	11290	102	470	6	16	...	2	6	12	...	...	...	...	...	...	544	1382	102	472	556	1410

1296
2540

TABLE shewing the No. of Baits laid Ashore and on Vessels and Dead Rats discovered during each month of the year 1930.

Month	NUMBER OF DEAD RATS DISCOVERED												Total Number of Rats dis-covered	No. of Rats Exa-mined	No. found infected with Plague		
	No. of Baits laid		On Vessels								On Shore						
			Black		Brown		Total		Black		Brown						
Total V'sels	On V'sels	Ash're	M	F	Total	M	F	Total	M	F	Total	M	F	Total			
January	570	70	500	43	85	128	...	...	...	6	25	31	...	...	159
February	750	...	750	...	...	...	...	...	...	9	41	50	...	...	50
March	750	20	730	25	38	63	...	...	...	14	36	50	...	...	113
April	180	...	180	...	...	...	...	...	...	14	25	39	...	...	39
May	650	...	650	2	2	4	...	...	...	8	43	51	...	...	55
June	530	30	500	59	136	195	...	...	...	5	21	26	...	...	221
July	710	70	940	13	32	45	...	...	...	7	34	41	...	...	86
August	590	20	570	31	87	118	...	...	...	12	36	48	...	...	166
September	350	...	350	40	86	126	...	...	...	1	6	7	...	...	133
October	440	20	420	25	76	101	1	2	3	9	28	37	...	...	141
November	550	...	550	30	60	90	...	...	...	1	6	7	...	...	97
December	450	...	450	6	19	25	...	...	...	2	9	11	...	...	36
Totals 1930	6520	230	6290	274	621	895	1	2	3	88	310	398	...	...	1296
Totals 1929	11290	320	10970	556	1410	1966	...	...	...	102	472	574	2	...	2540

TABLE II.

Vessels inspected under the Cholera, Yellow Fever and Plague Regulations, 1907, of the Local Government Board.

Date	Vessel	Nation- ality—	Whence.	Where Inspected.	Remarks
1930					
Jan. 2nd	Catherine Radeliffe	British	Port Said	Alex. Dk.	All well
10th	Sagama River	British	East via Suez and Liverpool	Do.	Do.
14th	Arkenside	British	Lisbon	Do.	Do.
15th	Maria	Greek	Alexandria via Oran & Greenock	Do.	Do.
16th	Clan Macquarrie	British	East via Suez, Mar- seilles, London and Hamburg	Do.	See Tables III & IVa
17th	Cape St. George	British	East via Suez, Oran, Dieppe, Dundee and Middlesborough	Do.	All well
20th	Toyooka Maru	Japanese	East via Suez, Smyrna, Piraeus, Valeneia & Liverpool	Do.	Do.
21st	City of Canterbury	British	East via Suez, London, Dundee & Dunkerque	Do.	Do.
21st	Ajax	British	East via Suez, Amster- dam, Hamburg & Liverpool	Do.	See Table IV
22nd	Winslow	British	Alexandria via Sulinia and Emden	Tredegar Dry Dk.	All well
24th	Clan Mackellar	British	East via Suez, London and Glasgow	Alex. Dk.	Do.
25th	Rocio	British	Oran via Seville and Glasgow	Do.	Do.
27th	Torni	Estonian	Alexandria via Jaffa & Hull	Arrow Wharf	Do.
Feb. 1st	Nuddea	British	East via Suez, Dun- kerque, Antwerp, Hamburg & Liverpool	Alex. Dk.	Do.
5th	Cassequel	Portuguese	Lisbon	Do.	Do.
10th	Dakar Maru	Japanese	East via Piraeus, Genoa, Valencia and Liverpool	Do.	See Table IV
15th	Clan Maefarlane	British	East via Suez and London	Do.	All well
17th	Nerbudda	British	East via Suez, Dun- kerque and Hull	Do.	Do.
17th	City of Hong Kong	British	Avonmouth & Swansea East via Suez and Marseilles Barcelona & Liverpool	Do.	Do.

TABLE II.—*continued.*

Date	Vessel	Nation- ality—	Whence.	Where Inspected.	Remarks
1930					
Feb. 26th	Margas	Latvian	Algiers via Tunis,	G. W. Wharf	All well
Mar. 3rd	Harmonides	British	East via Suez, Algiers, London & Dunkerque	Alex. Dk.	Do.
4th	Huntingdon	British	East via Suez, London, Liverpool and Avon- mouth	Do.	See Table III
4th	Sittang	British	East via Suez, Oran, Boulogne & Middles- borough	Do.	Do.
12th	Clan Ogilvy	British	East via Suez, London and Hamburg	Do.	All well
12th	David Lloyd George	British	Lisbon	Channel Dry Dk.	Do.
17th	Collegian	British	East via Suez, London and Liverpool	Alex. Dk.	Do.
17th	Durban Maru	Japanese	East via Suez, Con- stantinople, Piraeus, Valencia & Liverpool	Do.	Do.
18th	Wooburn	British	East via Suez, Malta, Gibraltar & Liverpool	Tredegarr Dry Dk.	See Table III
19th	Kurland	German	Lisbon via Huelva	G. W. Wharf	All well
30th	Gryfevale	British	East via Suez & Calais	Alex. Dk.	See Table IVa
April 3rd	Taranta	British	East via Suez, Mar- seilles, Liverpool and Swansea	Do.	All well
5th	Clan Maenair	British	Mauritius via Port Said	Tredegarr Dry Dk.	See Table IVa
11th	City of Bagdad	British	East via Suez, Dun- kerque & Newcastle	Alex. Dk.	All well
14th	Nowshera ...	British	East via Suez, Oran, Hull, Antwerp, Lon- don & Newcastle	Do.	See Table III
14th	City of Bristol	British	East via Suez, London, Antwerp and New- castle	Do.	All well
14th	Memnon	British	East via Suez, Mar- seilles and Liverpool	Do.	Do.
15th	Zurichmoor	British	East via Suez, Algiers and Amsterdam	Channel Dry Dk.	All well
16th	Delagoa Maru	Japanese	East via Suez, Smyrna, Piraeus, Genoa, Val- encia and Liverpool	Alex. Dk.	Do.
22nd	Clan Macnab	British	East via Suez, London and Rotterdam	Do.	Do.
24th	Promus	British	Rosario	Do.	Do.

TABLE II.—*continued.*

Date	Vessel	Nationality—	Whence.	Where Inspected.	Remarks
1930					
April 26th	Vora Radcliffo	British	Rio de Janeiro	Alex. Dk.	All well
26th	Benguela	Portuguese	Lisbon	Do.	Do.
29th	Dalemoor	British	Rio de Janeiro	Do.	Do.
May 1st	Masirah	British	East via Suez, London, Dundee and Swansea	Do.	Do.
2nd	Clan Macdougall	British	East via Suez, Dunkerque, Hull, London, Liverpool & Glasgow	Do.	Do.
7th	Santi	Spanish	Tunis via Nantes	Do.	Do.
8th	Harraton	British	Lisbon	Do.	Do.
12th	Clan Macgillavary	British	East via Suez, Algiers, London, Hull and Rotterdam	Do.	See Table IV
17th	Erica	Norwegian	Oporto	Do.	All well
28th	Malmesbury	British	Port Said	Do.	See Tables III & IV ^a
29th	Hamsterly	British	Lisbon	Do.	All well
30th	City of Venice	British	East via Suez, Marseilles, Antwerp and Dunkerque	Do.	Do.
June 11th	Clan Mackay	British	East via Suez, Algiers, Hull, Barry and Glasgow	Do.	Do.
13th	Jutland	British	Rio de Janeiro	Do.	Do.
17th	Lorniston	British	Buenos Ayros	Do.	Do.
23rd	Allie	British	Oporto	Do.	Do.
24th	Tesso	British	Oporto	Do.	Do.
July 3rd	Horsley	British	Lisbon	Do.	Do.
21st	Toyooka Maru	Japanese	East via Suez, Marseilles, Valencia and Liverpool	Do.	Do.
29th	Agen	British	Lisbon	Do.	Do.
Aug. 5th	Horsley	British	Lisbon	Do.	Do.

TABLE II.—*continued.*

Date	Vessel	Nationality—	Whenco.	Where Inspected.	Remarks
1930					
Aug. 18th	Dakar Maru	Japanese	East via Suez, Constantinople, Piraeus, Barcelona & Liverpool	Alex. Dk	All well
19th	Ladykirk	British	Lisbon	Do.	Do.
24th	Gabrial Guist	French	Dakar via Bordeaux	Ebbw Vale Wharf	See Table III
26th	Masirah	British	East via Suez, Gibraltar, London, Manchester & Hull	Alex. Dk.	All well
Sept. 3rd	City of Paris	British	East via Suez and Marseilles	Do.	See Table IV
3rd	Clan Grant	British	East via Suez, London, Glasgow and Avonmouth	Do.	All well
9th	Ensign	British	Lisbon	Do.	All well
10th	Libburn	British	Oporto	Do.	See Table IV
15th	Clan Macgillivray	British	East via Suez and London	Do.	All well
15th	Australia	British	East via Suez, Algiers, Dunkerque, Hull, Antwerp, London and Barry	Do.	Do.
15th	Sarastone	British	Lisbon	Do.	Do.
15th	Durban Maru	Japanese	East via Suez, Smyrna, Piraeus, Genoa, Marseilles, Valencia, Liverpool	Do.	Do.
18th	Buteshire	British	East via Suez, Hull, Hamburg, London, Liverpool and Cardiff	Tredegar Dry Dk.	Do.
22nd	Logieian	British	East via Suez, London and Liverpool	Alex. Dk.	Do.
29th	Emanuel	Danish	Oporto	Do.	Do.
30th	Galea	Spanish	Bona via Birkenhead	Do.	Do.
Oct. 1st	Mentor	British	East via Suez, London, Rotterdam, Hamburg and Falmouth	Do.	Do.
1st	Delagoa Maru	Japanese	East via Suez, Smyrna, Piraeus, Genoa, Valencia and Glasgow	Do.	Do.
30th	Clan MacKellar	British	East via Suez, London and Hamburg	Do.	See Table IV
31st	Gryfevale	British	Marseilles	Do.	All well

TABLE II,—*continued.*

Date		Vessel	Nationality—	Whence.	Where Inspected.	Remarks
1930						
Nov.	5th	Peleus	British	East via Suez, Dunkerque, Liverpool and Glasgow	Alex. Dk.	All well
	10th	San Francesco di Pavla	Italian	Oran via Algiers and Bordeaux	Ebbw Vale Wharf	See Tables III & IV
	11th	Clan Matheson	British	East via Suez, Rotterdam and London	Alex. Dk.	All well
	17th	Emile Delmas	French	Dakar via Bordeaux	Ebbw Vale Wharf	See Table III
	24th	Lyons Maru	Japanese	East via Suez, Genoa, Marseilles, Valencia, Liverpool and Glasgow	Alex. Dk.	All well
	28th	Goodwood	British	Marseilles	Channel Dry Dk.	Do.
Dec.	1st	Eurylochus	British	East via Suez, Marseilles, Amsterdam, Havre and Liverpool	Alex. Dk.	Do.
	2nd	Temple Pier	British	East via Suez, Gibraltar and Antwerp	Do.	Do.
	5th	City of Worcester	British	East via Suez, Havre, London, Hamburg and Hull	Do.	Do.
	15th	City of Dunkirk	British	East via Suez, London, Dundee, Dunkerque, and Boulogne	Do.	Do.
	30th	Clan Macvicar	British	East via Suez. Algiers, London, Hamburg, Bremen & Dunkerque	Do.	Do.
	30th	Clan Morrison	British	East via Suez, London and Glasgow	Do.	Do.
	30th	Hurunui	British	East via Suez, Malta, Hull, Antwerp, London and Liverpool	Do.	See Table IV
	30th	Bellbro	British	Algiers via Rotterdam	Do.	All well

TABLE III.

List of Vessels which had cases of Infectious Diseases on board during voyage, or after arrival in Newport.

Date	Vessel	Nationality—	Whence.	Nature of Sickness and Action taken.
1930				
Jan. 2nd	Ljuncelf	German	Bordeaux	2, 1 Fireman, 1 A.B. Venereal Disease, treatment on board
4th	Spind	Norwegian	Bordeaux	2, Master and 2nd Officer, Influenza, treatment on board.
13th	Albert Kasimit	Finnish	Llanelly	1 Donkeyman, Venereal Disease, landed Hospital, Swansea, 6/1/30.
16th	Clan Macquarrie	British	Hamburg	1 Lascar Fireman, Venereal Disease, landed Hospital, London
22nd	Winslow	British	Emden	1 Boy, Scabies, landed Hospital, Alexandria, 20/10/29.
23rd	G. J. Gourlandris	Greek	Bordeaux	1 Cook, Venereal Disease, treatment R. Gwent Clinic.
Feb. 12th	Tres	Norwegian	Ghent	1 Cook, Chicken Pox, removed to Cefn Hospital, quarters and effects disinfected.
Mar. 3rd	Sittang	British	Middlesbro	2 Lascar Firemen, Venereal Disease, treatment on board.
4th	Adelfotis	Italian	Liverpool	2, Chief Officer, and A.B., Influenza, treatment on board.
4th	Huntingdon	British	Avonmouth	1 Fireman, Influenza, treatment on board.
18th	Gwentgate	British	Ghent	1 O.S., Measles, removed to Allt-yr-yn Hospital, quarters and effects disinfected.
18th	Wooburn	British	Liverpool	1 Steward, Small Pox, landed Hospital Aden, 8/2/30.
April 4th	Panormitis	Greek	Hamburg	1 Steward, Venereal Disease, Hamburg, treatment on board.
9th	Lena Petersen	German	Port Talbot	1 Fireman, Venereal Disease, treatment on board.
15th	Nowshera	British	London	5 Lascar Seamen, 2 Typhoid Fever landed Hospital Free-mantle 19/1/30, 1 Tuberculosis landed Hospital Hull 26/2/30, 1 Typhoid Fever landed Hospital London 19/3/30, quarters disinfected and cleansed.
28th	Monte Santo	Italian	Genoa	1 A.B. Influenza, treatment on board.

TABLE III.—continued.

Date	Vessel	Nation- ality—	Whence.	Nature of Sickness and Action taken.
1930				
May 5th	Anorga	Spanish	Bayonne	1 Boy, Venereal Disease, treatment at R. Gwent Clinic.
6th	Sarthe	British	Cardiff	1 Chief Officer, Malaria, treatment on board.
6th	Astromoner	British	Liverpool	3 Lascar A.B.'s, Chicken Pox, landed Hospital Liverpool, 28/4/30.
16th	Clan Macgillivray	British	Rotterdam	1 Saloon Boy, Scabies, treatment on board.
17th	Absirtea	Italian	Dubroviek	1 A.B., Influenza, treatment on board.
19th	Queensland Transport	British	Antwerp	1 Wireless Operator, Typhoid Fever, landed Hospital St. Vincent, C.V. Island, 22/4/30.
19th	Sabor	British	Hamburg	1 Assist. Steward, Venereal Disease, treatment on board.
28th	Malmesbury	British	Port Said	1 Fireman, Tuberculosis, landed Hospital, Port Said, 3/5/30.
July 28th	City of Cambridge	British	Swansea	1 Lascar Fireman, Venereal Disease, treatment on board.
Sept. 24th	Gabriel Guist Han	French	Bordeaux	17 members of Crew, Malaria, landed Hospital on arrival Bordeaux from Dakar, all of whom recovered.
24th	Rip	Belgian	Cardiff	1 A.B., Venereal Disease, landed Hospital, Cardiff, 20/9/30.
Oct. 10th	City of Sidney	British	Belfast	1 Lascar Fireman, Venereal Disease, treatment on board.
20th	San Franceseo di Paolo	Italian	Bordeaux	1 Fireman, Venereal Disease, treatment R. Gwent Clinic.
Nov. 4th	Darshiel	British	Falmouth	1 Apprentice, Influenza and Septic Throat, landed Hospital Royal Gwent.
7th	Kobe	Italian	Hamburg	1 A.B., Venereal Disease, treatment R. Gwent Clinic.
17th	Emile Delmas	French	Bordeaux	1 Steward, Malaria, treatment on board and sent home passenger to France.
25th	Clyne Rock	British	Bordeaux	1 A.B., Venereal Disease, treatment R. Gwent Clinic.

TABLE III.—continued.

Date	Vessel	Nation- ality—	Where	Nature of Sickness and Action taken.
1930 Nov. 29th	Greleden	British	Laying in the Port	1, Scarlet Fever, Captain's Son, removed to Allt-yr-yn Hospital, quarters disin- fected, bedding, etc., re- moved to Allt-yr-yn for dis- infection.
Dec. 4th	Scartho	Swedish	Rotterdam	2 A.B.'s, Venereal Disease, treatment on board.
13th	Banffshire	British	Glasgow	1 Lascar A.B., Pneumonia, treatment on board.
15th	Oregon Star	British	Tyne	1 A.B., Venereal Disease, treatment on board.

TABLE IV.

Vessels visited during stay in Port owing to having Non-notifiable
Sickness on board, the patient being attended by
Medical Practitioner engaged by Master.

Date	Vessel	Nation- ality—	Whence.	No. of Sick and Remarks.
1930				
Jan. 21st	Ajax	British	Weston Pt.	1 A.B., Accident, treatment on board.
29th	Janua	Italian	Nordenham	1 A.B., Accident, treatment on board.
30th	Chloris	British	Manchester	1 Steward, Accident, removed to R. Gwent Hospital.
Feb. 10th	Dakar Maru	Japanese	Liverpool	1 Fireman, Pleurisy, treatment on board.
Mar. 24th	Annima	Italian	Rotterdam	1 Fireman, Gastritis, removed to R. Gwent Hospital.
April 6th	Dabila	French	Rouen	1 Master, Rheumatism, treatment on board.
6th	Sabina	Spanish	Ardrossan	1 A.B., Accident, treatment on board.
12th	Clan Macalister	British	Glasgow	1 Steward, Pleurisy, treatment on board.
29th	Assia	Greek	Glasgow	1 A.B., Intestinal Complaint, treatment on board.
May 15th	Suron	Belgian	Bordeaux	4 Members of Crew, Minor Ailments, treatment on board.
16th	Clan Macgillivray	British	Rotterdam	1 Chief Officer, Tonsillitis, treatment on board.
19th	Gladiator	British	Manchester	2 Lascar A.B.'s, 1 Tonsillitis, 1 Injury, treatment on board.
26th	Villarperosa	Italian	Trieste	1 Chief Engineer, Accident, treatment on board.
27th	Matoppo	British	Antwerp	2 Lascar A.B.'s, Colds, treatment on board.
June 11th	Yorkminster	British	Licato	1, Master, Kidney Complaint, removed to Bryngwyn Nursing Home, 12/6/30.
20th	Monte Nerviso	Italian	Melilla	1 A.B., Rheumatism, treatment on board.
July 21st	Clan Ranald	British	Birkenhead	1 Steward, Feverish Cold, treatment on board.
25th	Skaane	Danish	Danzic	1 3rd Engineer, Rheumatism, removed to R. Gwent Hospital.
28th	Hertford	British	Avonmouth	1 A.B., Injury, treatment on board.
Aug. 11th	City of Carlisle	British	S. Shields	1, Chief Officer, Injury, treatment on board.
15th	Divatte	French	Bordeaux	1, Master, Injury, treatment on board.

TABLE IV.—continued.

Date	Vessel	Nationality—	Whence.	No. of Sick and Remarks.
1930				
Aug. 20th	Mona	Norwegian	Paulliac	1 Chief Officer, Gastric Ulcer, treatment on board, and left for home, Norway.
Sept. 10th	Lilburn	British	Oporto	1, Bosun, Rheumatism, left for home.
19th	Emanuel	Danish	Oporto	1 A.B., Accident, treatment on board.
22nd	City of Paris	British	Marseilles	1 death, Lascar A.B., died suddenly. Post Mortem, Verdict, Heart failure
Oct. 30th	Clan Mackellar	British	Hamburg	1 Lascar Fireman, Septic Hand, treatment on board.
Nov. 3rd	Clan Macfarlane	British	Glasgow	2 Lascar Firemen, Colds, treatment on board.
6th	Basse Piave	Italian	Manchester	1 Fireman, Rheumatism, treatment on board.
10th	Tasmania	British	Falmouth	1 Fireman, Injury to Eye, treatment on board.
10th	San Francesco di Paola	Italian	Bordeaux	1 Fireman, Appendicitis, removed to R. Gwent Hospital
Dec. 3rd	Maremma	Italian	Calais	1 Chief Officer, Accident, treatment on board.
8th	Clan Macnaughton	British	Glasgow	1 Lascar Quartermaster, Cold, treatment on board.
10th	Emmy L. D.	French	Cardiff	1, Master, Feverish Cold, treatment on board.
13th	Banffshire	British	Glasgow	2 Lascar A.B.'s, Injury and Cold respectively, treatment on board.
15th	Tasso	Italian	Sharpness	1 A.B., Cold, treatment on board.
17th	Man	Danish	Garston	1 Fireman, Injury, treatment on board.
19th	Suron	Belgian	Bordeaux	1 Chief Officer, Feverish Cold, treatment on board.
30th	Hurunui	British	Liverpool	1 Fireman, Pleurisy, treatment on board.

TABLE IV A.

Showing cases of Non-notifiable Sickness occurring during the voyage and which were reported on arrival.

Date	Vessel	Nationality—	Whence.	Nature of Sickness and Action taken.
1930				
Jan. 9th	Hartside	British	Rotterdam	1 A.B., Accident, landed Hospital, Monte Video.
14th	Clan Maequarrie	British	Hainburg	1 Lasear Fireman, landed Hospital, London (Obser.).
20th	Houthulst	Belgian	Ghent	1 A.B., Missing at Sea, presumed lost over-board, 16/1/30.
March 3rd	Medmemham	British	London	1 A.B., Bronchitis, landed in London, 24/2/30.
30th	Gryfevale	British	Calais	2, 4th Engineer & Carpenter, landed Hospital, Bombay, 20/2/30 (Obser.).
April 5th	Clan Maenair	British	Dunkerque	1 Chief Engineer, Heart Disease, landed Hospital, Port Said, 25/3/30.
11th	Elisavet	Greek	Liverpool	1 3rd Engineer, landed Hospital, Liverpool, 4/4/30 (Obser.).
May 2nd	Oakland Grange	British	Manchester	1 death, Apprentice, Accidentally drowned, 3/5/30, Villa Constitution.
28th	Malmesbury	British	Port Said	1 Donkeyman, Jaundice, landed Hospital, Port Said. 3/5/30.
Nov. 22nd	Charterhust	British	London	1 Fireman, Appendicitis, landed Hospital, London.

INSPECTOR'S REPORT.

Port Sanitary Office,

Market Buildings,

Newport.

To the Chairman and Members of the Port Sanitary Committee.

Ladies and Gentlemen,

I beg to submit to you my Annual Report for the year 1930 on the following subjects:—

- I.—The Inspection of Vessels.
- II.—The Administration of the Board of Agriculture "Landing of Dogs Order."
- III.—Foreign Animals Order.
- IV.—Public Health Foreign (Meat and Unsound Food).
- V.—Vessels from Cholera, Plague and Yellow Fever Infected Areas.
- VI.—Public Health Meat Regulations, 1924.
- VII.—Rats and Mice Destruction Act, 1919, and
Public Health Deratisation of Ships Regulations, 1929.
- VIII.—Prohibition of Imports of Parrots Regulations, 1930.

INSPECTION OF VESSELS.

The duties are carried out under the provisions of the Public Health Acts, 1875, which enacts that a ship, when in the district of a Local Authority, shall be dealt with as a house within the district (Section 110). The requirements attended to included cleanliness, light, heating and ventilation of living spaces; the provision of clean and suitable vessels for water supply; the provision of clean and suit-

able storerooms and lockers for provisions; repairs of dilapidations; removal of effluvia from chain lockers, peaks, holds, limbers, bilges, water closets, and the cleansing and removal of refuse.

Amongst the structural defects found were the following:—

Insufficient lighting and ventilation of crews quarters. The system of lighting is quite inadequate and is rendered more so by the placing of cots or bunks (upper and lower tier) against the ships' sides, and thereby obstructing free access of the insufficient light provided to all parts of living spaces. Also by the use of dark colour paint instead of white when painting the spaces out.

Insufficient table and seating accommodation in crew's quarters.

Insufficient storage for food; this applies especially to weekly boats, where each member of the crew provides his own provisions.

Hatchways in floors of living quarters, leading to peaks, lockers or stores, owing to which ship stores, gear, etc., have to be taken through the men's quarters.

Dampness caused by condensation of moisture on bare iron surfaces from leakage through decks, side ports and hawse pipes.

Water closet accommodation adjoining quarters, with doors opening against or directly opposite to entrance of living quarters, or in enclosed alleyways, which are often but imperfectly ventilated.

During the year 1,451 vessels were inspected; of these 812 were British and 639 were Foreign. 365 vessels—214 British and 151 Foreign—were found to have sanitary defects on board. 479 re-visits were made to see that notices had been complied with, and to vessels having had sickness on board, and to those arriving from infected areas.

Number of Vessels inspected, Foreign and Coastwise:—

Foreign :—	No. Inspected.	No. Defective.	No. Notices.
Steamships ...	772	228	228
Sailing Vessels ...	7	1	1
Coastwise :—			
Steamships ...	610	127	127
Sailing Vessels ...	62	9	9
	<u>1,451</u>	<u>365</u>	<u>365</u>

Number and Nationality of Vessels Inspected :—

Nationality.			No.	No. of Vessels with Sanitary Defects.	
American	...	...	1	...	—
British	...	...	812	...	214
Belgian	...	...	42	...	5
Danish	...	...	44	...	1
Dutch	...	...	19	...	2
Estonian	...	...	11	...	1
French	...	...	136	...	30
Finnish	...	...	5	...	—
German	...	...	29	...	1
Greek	...	...	35	...	19
Italian	...	...	88	...	43
Japanese	...	...	12	...	1
Jugo Slav.	...	...	3	...	1
Latvian	...	...	15	...	2
Norwegian	...	...	90	...	7
Portuguese	...	...	4	...	—
Roumanian	...	...	2	...	—
Swedish	...	...	34	...	3
Spanish	...	...	69	...	35
			<hr/> 1451	...	<hr/> 365

The following were the nuisances and defects dealt with :—

- 181 Vessels with dirty forecastles and berths.
- 57 Vessels with defective lights and ventilators.
- 38 Vessels with defective stoves and heating apparatus.
- 6 Vessels with defective cable casings, or hawse pipes passing through living spaces.
- 6 Vessels with defective scupper pipes passing through W.C.'s adjoining living quarters.
- 13 Vessels with defective and leaky decks.
- 6 Vessels with defective food lockers.
- 4 Vessels with defective bulkheads between living spaces and water closets, lockers or stores
- 8 Vessels with defective or dirty fresh-water receptacles, or impure water supply.
- 5 Vessels with provisions or stores in living quarters.
- 2 Vessels with dirty provision stores.
- 16 Vessels with stagnant water on or under floors in living spaces.
- 2 Vessels with water closets used as Boswain stores, oil or paint lockers.
- 5 Vessels with defective entrance doors to living quarters.
- 13 Vessels with defective water closet pans, outgo pipes or water service.
- 105 Vessels with choked and foul water closets.
- 1 Vessel with damaged grain in limbers.

65 Vessels with accumulation of refuse on deck.
 3 Vessels with defective sleeping berths in quarters.
 24 Vessels with verminous living quarters.
 1558 dirty or verminous beds were destroyed.

QUAYSIDE NUISANCES

Nuisances caused by discharge of water closet contents on quay-side from vessels berthed alongside of quay.

During the year 32 orders were issued to Officers in charge of vessels to abate nuisances of this nature, and use only those water closets on off side from quay.

IMPORTATION OF DOGS ORDER, 1901.

The number of vessels from Foreign direct, and via British Ports, having dogs on board were :—

No. of Vessels : 103. No. of Dogs : 134

PUBLIC HEALTH MEAT REGULATIONS, 1924.

Public Health (Foreign Meat and Food) Regulations, 1925.

3,294 carcases of Australian Lamb and Mutton were imported.

The following food, ex steamship, stored in warehouse was condemned as unfit for human consumption :—

25 cases of canned fish (Sild) = 343lbs. 12oz.

RATS AND MICE DESTRUCTION ACT, 1919.

Public Health (Deratisation of Ships) Regulations, 1929

86 Deratisation Certificates, Port II., were issued to vessels.

59 Deratisation Exemption Certificates, Port II., were issued to vessels.

PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

The number of vessels with Parrots on board were :—

No. of Vessels : 7; No. of Birds : 15—13 Parrots, 2 Love Birds.

I am, Ladies and Gentlemen,

Your obedient servant,

W. J. JENKINS,

Port Sanitary Inspector.

